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HONGKONG, TUESDAY, MAY 15 1917.

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Two tablespoonfuls to a gallon of water for washing
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Hongkong, April 11, 1917.

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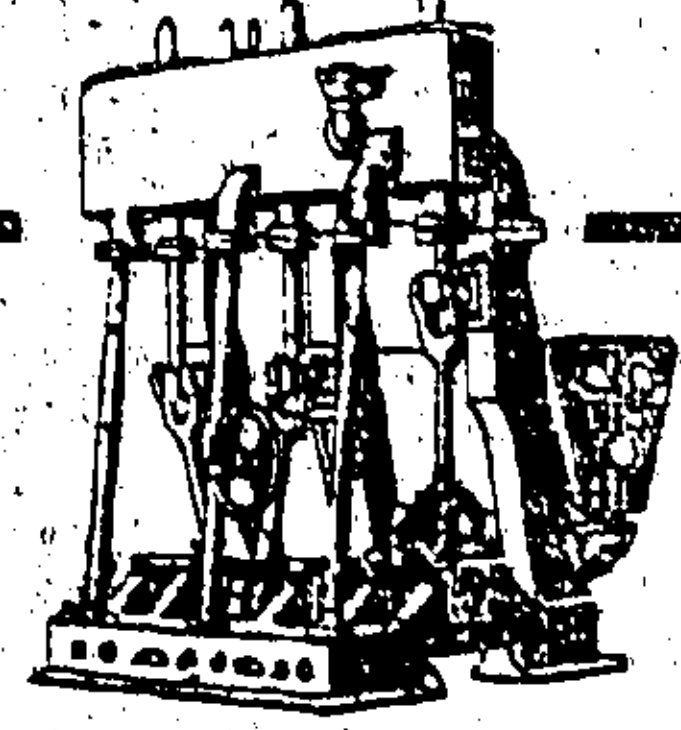
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Estimates furnished on application.
WONG PING WA, Manager.

Hongkong, April 1, 1917.

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"CHINA MAIL" OFFICE

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

BRITISH AND FRENCH CAPTURES.

London, May 14.
Reuter's Correspondent at French
Headquarters states that the French
and British captures, since the
beginning of the offensive, from
April 9 to May 12, were:—
Prisoners (of whom
700 are officers)... 49,579
Guns... 440
Trench Mortars... 888
Machine Guns... 940
These do not include the number
of guns and machine-guns put out
of action.

REPORTS FROM THE BATTLEFIELD IN FRANCE.

London, May 14.
Field-Marshal Sir Douglas Haig
reports: "We repulsed raids last night
north-east of Epny, and to the north
of Ypres, taking a few prisoners."
We progressed in Roex village.
A French communiqué states:
Strong German reconnaissances at-
tempting to reach our lines at
various points broke down completely
under our fire. The enemy suffered
important losses and we took
prisoners.

GERMAN ADMISSION OF BRITISH SUCCESS.

London, May 14.
A Berlin official announcement
admits that the British have forced
an entrance into Roex. A fierce
battle continued, it says, at Bulle-
court. There is increasing artillery
activity in the Ypres-Wytschaete
sector.

THE MACEDONIAN FRONT. SERBIAN SUCCESSES.

London, May 14.
A Serbian communiqué dated the
12th inst. states: There has been a
violent artillery duel along our whole
front. We carried more trenches in
the region of Dobropolje and heavily
repulsed violent counter-attacks.

OPERATIONS IN TURKEY IN ASIA.

**RUSSIANS RETIRE ACROSS THE
DIALA.**

London, May 14.
A Russian official report, received
by wireless, states:
Southward of Erzingen the Kurds
repulsed one of our companies. We
repelled a Kurd attack near Belmer.
Under superior Turkish pressure
we retired to the left bank of the
Diala.

CONFERENCES OF THE TEUTON POWERS.

AMSTERDAM, May 14.
Dr. Bethmann-Hollweg, lunched
with the Emperor and Empress of
Austria and dined with Count Czernin,
afterwards returning to Berlin
where the conferences continue.

RECENT "MILITARY NEEDS" IN GERMANY.

AMSTERDAM, May 14.
Railway travelling in Germany
was restricted between the 16th and
20th April owing to military needs.
**MR. BALFOUR MEETS COLONEL
ROOSEVELT.**

NEW YORK, May 14.
Mr. Balfour had an interview
lasting four hours with Colonel
Roosevelt at Oyster Bay.

CHANGES AT THE ADMIRALTY.

**NEW COMMANDER-IN-CHIEF OF
CHINA STATION.**

London, May 14.
Sir Edward Carson, First Lord of
the Admiralty, announced the fol-
lowing changes in the Board of
Admiralty:—

Admiral Jellicoe to have the addi-
tional title of Chief of the Naval
Staff.
Vice-Admiral Oliver, at present
Chief of Staff, to be an addi-
tional member of the Board with the
title of Deputy Chief of the
Naval Staff.

Rear-Admiral Duff, at present in
charge of the Anti-Submarine
Department, to be an additional
member of the Board with the
title of Assistant Chief of the
Naval Staff.

Rear-Admiral Halsey, at present
Fourth Sea Lord, to be Third
Sea Lord, in succession to Vice-
Admiral Tudor, who will be
appointed Commander-in-Chief
of the China Station.

Sir Eric Geddes, at present
Director-General of Transports,
to be an additional member of
the Board.

Rear-Admiral Tophill becomes
Fourth Sea Lord in place of
Admiral Halsey.

Meanwhile the process of strength-
ening the Naval Staff by the addi-
tion of officers transferred from
active service is being continued.

Sir Edward Carson explaining in
the House of Commons the new
Admiralty appointments, said the
changes had a two-fold object. The
first was to free the First Sea Lord
and the Heads of the Naval Staff
as far as possible from adminis-
trative work in order that they might
concentrate their attention on im-
portant issues relating to the Naval
conduct of the war. The second
object was to strengthen the ship-
building and production departments
of the Admiralty by providing an
organisation comparable to that
which supplied the Army with munitions.
It was further intended to
develop and utilise to the best advan-
tage the whole shipbuilding resources
of the country and as far as possible
concentrate the whole organisation
under one authority.

Sir Eric Geddes had been chosen
for this position and he would be
responsible for the fulfilling of the
shipbuilding requirements of the
Admiralty, the War Office and the
Ministry of Shipping. For this pur-
pose the staff of the three depart-
ments would be placed under his
control. As the duties for which he
will be responsible to the Admiralty
would include not only shipbuilding,
but the production of arms and
munitions it was necessary that his
touch with the Admiralty should be
close and intimate. Hence his ap-
pointment as a member of the
Admiralty Board. He would also be
associated with the Ministry of Ship-
ping as a member of the Shipping
Control Ministry.

Mr. Runciman asked whether the
duty of supervising the construction
of merchant shipping would be trans-
ferred from the Shipping Controller
to the Admiralty.
Sir Edward Carson said that Sir
Eric Geddes would act with the
Shipping Controller and added that
Sir Eric Geddes had just completed
most important work in France most
successfully, and the Government
was glad to avail itself of his
services.

(Continued on Page 1.)

**THE FIRST CHINESE NEWSPAPER
EVER ISSUED UNDER
PURELY NATIVE DIRECTION.**

The Chinese Mail

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THE LEADING CHINESE POLITICAL AND
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INTIMATIONS

UNION WATERBOAT COMPANY,
LIMITED AND REDUCED.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 14th May to THURSDAY, 17th May, 1917, both days inclusive. The return of Capital of \$300 per Share will be paid to Shareholders on and after the 14th May, 1917, on presentation of Share Certificates for endorsement.

DODWELL & COMPANY, LIMITED.
General Managers,
Hongkong, May 10, 1917. 1791THE CHINA-BORNEO COMPANY,
LIMITED

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, 22, George Street, on FRIDAY, the 18th May, 1917, to receive a Statement of Accounts to the 31st December, 1916, and the Report of the General Manager and Consulting Committee, and to elect a Consulting Committee and Auditor.

The Transfer Books of the Company will be closed from the 5th May to the 14th May both days inclusive.

The CHINA-BORNEO Co., Ltd.
W. G. DAWSON,
General Manager,
Kowloon, May 3, 1917. 1788

A. S. WATSON & CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 26th day of May, 1917, at Noon for the purpose of receiving the Report of the General Manager together with a Statement of Accounts to the 31st December, 1916.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, 21st May, 1917, both days inclusive, during which period no Transfer of Shares can be registered.

JOHN D. H. MURPHY & SONS,
General Managers,
Hongkong, May 14, 1917. 1792

RUSSIAN 5% INTERNAL LIBERTY

LOAN 1917.

SUBSCRIPTION to the "LIBERTY" LOAN is opened at THE RUSSO-ASIATIC BANK Hongkong, from date to 26th June, 1917.

The price of issue is 85%.

The loan is free of Income Tax and other taxation.

The loan is issued for 50 years and will be redeemable at par by yearly drawings beginning in December, 1922.

The loan may be repaid at par after the 26th March, 1927.

Coupons are payable half yearly on the 29th March and the 29th September.

Interest on the loan runs from the 29th March, 1917—interest from that date to be added to the price of issue.

Special favourable rates will be quoted for Russian Exchange.

Applications will be invited to Petrograd free of telegraphic charges and Bonds will be forwarded free of postal expenses. The Bank is ready to give every facility to subscribers in the shape of advances against the Bonds.

"G. TISDALL,"
Manager,
Hongkong, May 3, 1917. 1787"THE
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ARE HERE"COLUMBIA
RECORDS

CALL AND HEAR THEM

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THE Undermentioned having been appointed agents for the COALWIRE ROPE COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL from 3 in. Bunkers at \$2.10 per ton or SANDAKAN (British North Borneo).

SILIMPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Sebatik Steamer are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sebatik Bay (Sebatik Harbour), Prince and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,
Agents Corrie Harbour Coal Company, Limited.

INTIMATIONS

WANTED.

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Co 'CHINA MAIL' Office,
Hongkong, May 14, 1917. 1793

WANTED.

A YOUNG GIRL offers her SERVICES as NURSE, for one or two small Children. Peak District preferred.

Apply— "NURSE."
Co 'CHINA MAIL' Office,
Hongkong, May 1, 1917. 1753

ROYAL HONGKONG GOLF CLUB.

THE ANNUAL GENERAL MEETING of Members will be held in the Club House, Happy Valley, on WEDNESDAY, 24th May, 1917, at 3.30 p.m.

By Order,
K. M. CUMMING,
Hon. Secretary,
Hongkong, May 11, 1917. 1786

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EARLY COMERS

WONDERFUL DISCOUNT

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Japanese Fine Art Curios

15 Days Only

SALE NOW ON

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CORNED BEEF

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PUT UP IN KEES AND BARRELS

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Don't Worry!
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KILLS 3'64

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APIOL-STEEL

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MARTIN'S

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of Use

E. RAY

THE OPEN GOLF
CHAMPION, writes:

58, LOWER PADDOCK ROAD,
DART, WATKINS, HERTS
July 24th, 1912.

Messrs. F. & J. Smith,
Dear Sirs,

I might say that I have been a regular smoker of your Glasgow Mixture for the last twelve years and I might also say that I cannot find any tobacco to suit me like it. In my opinion if Golf Players would smoke your famous Glasgow Mixture they would find it very beneficial to the nerves, as I am sure I do when having to play strenuous Golf matches such as the Open Championship, etc. Yours truly, E. RAY.

SMITH'S

GLASGOW

MIXTURE

SOLD EVERYWHERE

PATRIOTIC TRADITION IN
GERMANY.

Among the numerous criticisms that the enemies of Germany have done their best to spread, none is more absurd than the theory that German civilisation is of recent growth, and that the Germans have neither traditions nor national unity comparable to those of the Entente Powers. It is assumed by the partisans of France and England that, because the present constitution of the German Empire only dates from 1871, therefore Germany herself, and German culture, were born at Versailles in that memorable year.

Yet nothing is more false. German character has been true to itself ever since those long-distant days when Roman civilisation appeared about to permeate the whole of Europe, and was only frustrated by the tenacity of Hun and Goth and Visigoth, who all but obliterated the memory of Rome. Throughout the ages, the memorials of the Teutonic race bear witness to the never-varying spirit and methods that characterise the German army even in the present gigantic struggle in Europe.

INFLUENCE OF THE BUNS.

If Bernhardi proclaimed that war, to be successful, must be ruthless, Germans can see in this no new principle, but a profound tradition, that the Huns of old impressed upon the Germanic tribes. So, too, the "crimes in their name," as another historian has put it, "made of war a national industry." The Epic of the Nibelungenlied, with its wealth of blood-spilling that makes the effeminate shudder, shows how even in domestic relations, in the distant centuries, the Germanic race cultivated the spirit necessary for war.

Throughout history the methods of German warfare have been true to this original type. Even as late as the 17th century the conduct of German generals, Tilly himself, defended the cheerful national practices. "The soldiers," he said, "have a right to some compensation for all their dangers and fatigues," and the tradition has been carried on, with unabated enthusiasm and increased ingenuity through the war of 1870 to the present time.

PEACEFUL PENETRATION.

The French and British complained loudly of the methods of pacific invasion by which Germany inundated their countries with her emissaries, in trade in political circles, in private families. But there are amongst the oldest traditions of the German race, dating as they do, from the time of the empire of the Caesars. Under the name of "Lacti" (the happy ones), thousands of German "barbarians" served with the Romans as soldiers and farm-labourers, formed their own colonies all over Gaul, entered into the inmost secrets of their employers, and often occupied posts of honour at Court. When the time was ripe for war-like invasion, the frontiers were easily passed—they were guarded by these happy ruralist pioneers—"lacti triumphantes." So, when the English or French complain of the German government, waiters, financiers and other spies within their borders nowadays, they are merely repeating the ineffectual protest of a Gaul-Roman writer of the 4th century, when he wrote, "the Barbarians are everywhere. There is not a single one of our families in which there is not."

COUGHING INTO
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"Only a Cough" but you stop it while it is ONLY a cough.

WATERBURY'S**METABOLIZED****COD LIVER OIL****COMPOUND**

The finest preparation made for combating severe coughs.

CURES any cough, that is only a cough. Very palatable.

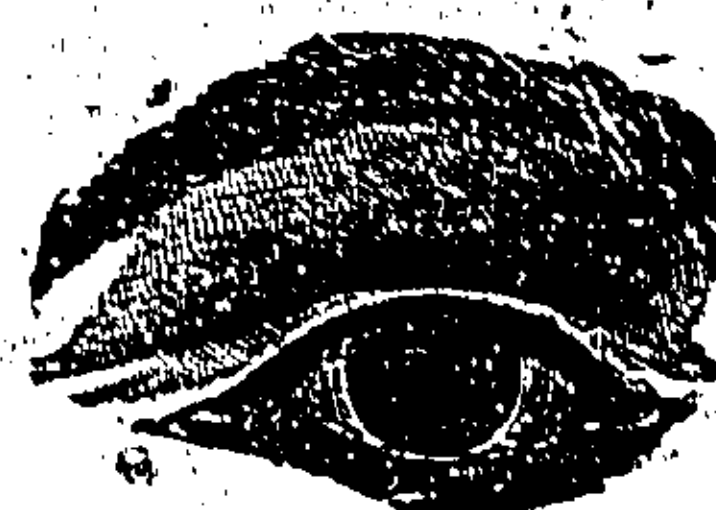
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Hongkong September 4, 1916

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Iron and Brass Founders, Forge Masters, Electricians

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

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No. 1 Dock, Kowloon	707	10' 6" (25' 0" over)	12' 6"	7' 6"	
No. 2 Dock, Kowloon	275	12' 6"	12' 6"	7' 6"	
No. 3 Dock, Kowloon	125	12' 6"	12' 6"	7' 6"	
Patent Slip, No. 1, Kowloon	125	12' 6"	12' 6"	7' 6"	
TAL-KO-TSUI					
Commodore's Dock	400	10'	12'	7' 6"	
ABERDEEN					
Deep Dock	25	12'	12'	7' 6"	
Shallow Dock	25	12'	12'	7' 6"	

R. M. DYER, B.Sc., M.I.M.A., Kowloon Dock, Hongkong.

Please Address Enquiries to the Chief Manager.





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A.S. WATSON & Co., Ltd.,

WINE AND SPIRIT MERCHANTS,
HONGKONG.

TELEPHONE NO. 518.

Today's Advertisements

The China Mail.

HONGKONG, TUESDAY, May 15, 1917.

THE HONGKONG "EXPLOSION."

THE recent conflict in Hongkong between the commercial community and the Government on the subject of excluding Germans from the Colony has naturally attracted widespread interest in the East. A contributor to the "North China Daily News," writing under the pseudonym of "Richard Oliver," on what is designated as "The Explosion in Hongkong" attempts an analysis of the situation, and comes to the conclusion that the popular cry of "Keep the Germans out of Hongkong" bears about as much relation to the real cause of the anger which is evident in the Colony as the murder of the Austrian Archduke does to the conflagration in Europe. The writer affirms:—

It is certain that the Government is out of touch with the commercial community, and it is equally certain that the business men are, and have been, irritated by the permanent officials. The only suggestion that seems at all feasible to put into practice at once is the provision of a Government Official, who will be on the Council of the Chamber of Commerce and who will also give the local Government some idea of the rate at which the local pulse is beating. For it is neither good for commerce, nor for the prestige of the British in China, when the body politic in Hongkong has such an attack of fever as exists at present. Fortunately there are signs that make some of us hope that the temperature is subsiding, but the patient must take care that it does not rise again.

It is not at all clear how the addition of another Official Member to the Legislative Council would improve the situation, though the new member's position may be that of a Superintendent of Trade. In the existing circumstances the local Government can have no excuse whatever for not having "some idea of the rate at which the local pulse is beating." The Government very properly puts itself in communication with the Chamber of Commerce whenever there is any question relating to trade and commerce under consideration. It invites an expression of the Chamber's views; and with the Chairman of the Chamber of Commerce a Member of the Legislative Council there is no lack of opportunity on the part of the Government to ascertain what the feeling of the commercial community is upon any question affecting the port. If the Government will not accept the opinion of the Chamber of Commerce Committee on the subject of "the rate at which the local pulse is beating" on a particular question, what hope is there that the Government would accept the view of its own Trade Commissioner if it happened to be opposed to the views of the Government? The suggestion that the Colony should have a Secretary or a Superintendent of Trade is certainly one which deserves consideration from the point of view of the service such an official may be able to render to the general trade interests of the Colony; but so long as the constitution of the Colony gives predominance to the official element on the Legislative Council of the

Colony, so long will there be that latent antagonism between the unofficial and official elements which "Richard Oliver" diagnoses as the real cause of the "explosion" which the cry of "Keep out the Germans" recently provoked.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The Anderson Music Company Ltd. are removing their premises to 16 Des Voeux Road on 21st inst.

The annual general meeting of the Peak Tramways Company Ltd. is advertised to be held on Saturday, 26th inst.

The Bureau of Agriculture in the Philippines has started a "vigorous campaign" to promote cotton growing in the Philippines.

Owning Members of the Hongkong Gymkhana Club are reminded that entries close to-morrow for the Meeting on Saturday, 26th inst.

The communicable disease reported the Colony last week was represented by 4 (3 fatal) cases of enteric fever; one (fatal) case of plague; and one case of paratyphoid fever.

To satisfy a judgment in favour of the Bank of the Philippine Islands of the property belonging to the corporation known as "The Hotel Pines Ltd." it is to be sold at public auction in the city of Baguio.

Captain Carr, R.E., is to read a paper on "Bible Symbols" at the next meeting of the Church of England Men's Society to be held to-morrow (Wednesday) evening in St. Paul's College, commencing at 9 p.m. Dr. Earle will preside.

The Manager of the International Banking Corporation informs us that he has received a telegram from his Head Office in New York to the effect that the American Liberty Loan carrying interest at 3½% is to be issued in bonds of U.S. \$50 and upwards, exempt from tax, and carries the right of conversion should a later loan be found necessary at a higher rate of interest.

Mrs. Paul Page Whitman, Trade Commissioner for the Bureau of Foreign and Domestic Commerce of the United States Department of Commerce, now in Shanghai, is to spend three years in the Orient making a survey of port and transportation facilities. His report is to embody a comprehensive study of the field from Vladivostok to India. It will be published when completed and Mr. Whitman expects also to make a tour of the States to advise business men on the situation and give them information of the field for development. He will make Shanghai his headquarters for a year, the *China Press* says.

The cargo taken from the interned German ships, now stored in the customs warehouses in Manila is to be sold at public auction by the Insular Collector of Customs according to an order of the Court he cargo consists mainly of 3000 tons of soyas beans, and 1000 tons of tea from the *Comille Rickmers*, 900 logs from the *Rajah* and small consignments from other German ships in the harbour. The sale will be made at public auction, with the exception of the portion of the cargo which is being claimed by Forbes, Munn and Company. The proceeds from the sales will be handed over to the clerk of the court, and all those who have interest in them may file claims in court for the same.

SOCIAL AND PERSONAL.

Mr. Parish J. Dickinson, formerly employed in the Bureau of Customs of the Philippines Government, and now in the American Consulate at Canton, has been appointed as American consul at Fuzhou, Sumatra.

We regret to learn that Captain G. S. Thorne of the 13th Squadron Royal Flying Corps, together with his machine and observer, has been posted as missing since March 25th last. Mr. Thorne was chief engineer to the Kwang Tung Electric Supply Co. of Canton, and was very well known in Hongkong. He left Hongkong in October 1915 for home, to volunteer for active service.

We have been informed that all the remaining matches in H.K.C.C. Tennis Tournament, with the exception of the final of the mixed doubles (Mr. and Mrs. Nisbet and Rev. Cooper Hunt and Mrs. Armstrong), have been postponed on account of Mr. S. E. Green having sprained his right wrist. The mixed doubles final will be played on Thursday commencing at 5 p.m.

THE MARINE COURT.

AN ENGINEER'S ALLEGED MISCONDUCT.

The Special Court of Enquiry this morning resumed its hearing of the charges brought against W. J. Stokes, the Chief Engineer of the s.s. *Phanquepau*.

The Second Engineer of the s.s. *Phanquepau*, Mr. J. E. Bowring, stated from the witness box in reply to Mr. Pollock that he received his certificate as an Engineer about ten years ago and had served under Captain de la Sala for about three months. In his opinion the temperament of Captain de la Sala was rather excitable. He said that he wished to leave the ship, and gave 24 hours' notice, but the Harbour Master said that he must "stop on the ship." When the ship was in Saigon, on March 24 there was some question of putting more cargo on board. The Captain sent for him, and he heard the charters asked for more cargo to be put on the ship. He said he could not stop anybody putting more cargo on board but he would not sit in the ship if she was loaded below her line. He heard nothing else then; he was only there for a few minutes.

Mr. Sharp: What is your opinion of the temperament of Captain Spink?

Witness: I never came into contact with him.

Mr. Sharp: Do you know that Captain Fraser stated that he would give up his ship, the *Telemaque*, if Mr. Stokes were appointed to her as Chief Engineer?

Mr. Pollock objected to this evidence. He said the statement put to the witness was alleged to have been made by a person who was not in Court. The proper objection would be to call Captain Fraser, so that as Counsel for Mr. Stokes, he would have an opportunity to cross-examine him.

Mr. Sharp insisted on his right to put the question whereupon his Worship said the Court would rather the evidence was not taken unless Captain Fraser could be present.

Mr. Sharp stated that he knew from the veracity of his informants that Captain Fraser had made the statement.

Mr. Pollock said that this was all hearsay and could not be taken as evidence.

The President agreed and said that the evidence could not be taken unless Captain Fraser was called as a witness.

The Court raised no objection to the witness stating in reply to Mr. Sharp that he could not express an opinion of the temperament of Captain Fraser. He had sailed with him for a year or two.

Mr. Sharp: You say you have sailed under Captain de la Sala for about 11 weeks and you are very free with your expression of your opinion of his temperament, but you will not say what you think about Captain Fraser?

Witness: No.

Witness went on to describe the incident whilst the ship was at Saigon. He noticed the ship had a list; he did not remember whether to port or starboard. One mark was under water and the other out.

In reply to the President, witness said that his remarks to the Captain at Saigon were to the effect that he could not stop the putting on board of more cargo, but if that were done he would refuse to stay in the ship. The ship was fully loaded. She was down to her marks. If more cargo had been put on the ship, she would have been overloaded.

Captain de la Sala then returned to the witness box and gave further evidence as to the Chief Engineer causing trouble. He stated that on one occasion the third engineer was under the influence of drink.

Mr. Sharp: Was he drunk?

Witness: He could stand. I remonstrated him for the filthy language he was using. He was shouting out on the deck about the food—shouting to himself; nobody was there. I reported the matter to the Chief Engineer, who said: "Look here, Mr. Man, I'm not going to be your go-between; you were doing as much bawling yourself."

Witness said that he replied to the Chief Engineer by saying: "Then you are not going to help me maintain the discipline of the ship," to which the Chief Engineer replied:

"I always stick up for my own class."

Mr. Sharp: Did you report the matter to anybody?

Witness: I reported the matter to the Consul at Saigon.

Mr. Pollock: Your Worship, I object to that. It is not evidence.

His Worship: I have noted your objection.

Witness, referring to the Chief Mate's drunkenness, stated that on another occasion when the ship was alongside the wharf at Saigon, the Chief Engineer and the Chief Mate were in the saloon. The Chief Mate suddenly got up and said: "Well, at this rate, we shall soon pass the Wolf Rock and we shall be in Liverpool to-morrow morning." Witness said that the Chief Engineer told him of this. Witness went ashore and reported the matter to the Consul who advised witness to log the Chief Officer, which he attempted to do, but when he requested the Chief Engineer to sign the entry, in the log book he refused to do so.

Witness stated that on another occasion when the ship was passing through the Roumanian Shoals, the engines suddenly stopped. No telegraph bell was rung. The ship was in a dangerous position to stop, as the current was setting direct on shore. Witness went down into the engine room himself to ascertain what was wrong. When he got there the Chief Engineer shouted out "hot bearing, hurry up." Witness stated that he had known there was likely to be trouble with the bearings he would have made arrangements to stop the ship at a less dangerous position. On another occasion, in the Malacca Straits, the engines again stopped without warning. Witness stated that on this occasion he was on the bridge with the second officer "A big cargo steamer was meeting us on the port bow" said witness, "and the position was again dangerous for a stoppage. The engines pulled up with a jerk, and made the whole ship tremble."

Witness stated that he had never experienced such a thing. The second officer said "What is that?" and witness said he thought they had struck something. No telegraph bell rung on this occasion. Witness said: I sent for the Chief Engineer and told him I intended to log him for being careless. I also told him that in future he would have to keep his watch in the engine room and not in his cabin as was his custom. In reply to Mr. Sharp, witness said that the stoppages were due to carelessness and to the Chief Engineer not attending to his duties. The engines were usually in his room, stang collecting or writing letters. Witness went on to say that when the ship arrived at Hongkong Mr. Valentine came on board to relieve Mr. Stokes as Chief Engineer, and witness told Mr. Stokes that before he must hand over charge formally to Mr. Valentine. The Chief Engineer however went ashore without doing that. On the following day, witness saw Mr. Stokes on deck and he asked him again to formally hand over to Mr. Valentine, to which Mr. Stokes replied that he had already signed off and had nothing further to do with the engine room. Witness then wrote a letter to Mr. Stokes, in duplicate to make sure that he would receive it, to the effect that he would be held responsible for the engine room effects until he formally handed over charge to the new engineer.

Witness stated that the second and third engineers had handed in their resignations previously.

Mr. Pollock, before cross-examining Captain de la Sala, intimated to the Court that he cross-examined under protest in view of his original objections. In reply to Mr. Pollock, Captain de la Sala said that he engaged the chief officer.

Mr. Pollock: Did you know that he was addicted to drink?

Witness stated that he never heard or knew of the chief officer letting drink interfere with his business before. Mr. Pollock: That is not an answer to my question. Did you know that the Chief Officer, before, you engaged him, was addicted to drink?

Witness: Everybody in Hongkong knows him.

After further discussion on this point, the President requested witness to answer the questions—Yes or No.

Mr. Pollock: It was because the Chief Officer got drunk that you ordered the Chief Engineer not to take any drink on the ship?

Witness: I did not carry out my original instructions. I said that there was to be no treating.

Mr. Pollock: Was it because the Chief Officer was drunk that you ordered that no drink was to be taken on the ship?

Witness: Yes.

Mr. Pollock: Was it not reasonable that the Chief Engineer should take a different view? I put it to you—because the Chief Officer was drinking that you should stop liquor on the ship?

Mr. Pollock continued to cross-examine Captain de la Sala with regard to the various incidents and occasions on which the Chief Engineer was alleged to have caused trouble.

On resuming after the fifteen interval Mr. Pollock continued his cross-examination of Captain de la Sala.

Witness stated that he did not see the Chief Engineer instructing anyone with regard to the loading of the ship. Witness also admitted that the officers of a ship were entitled to object to a ship going to sea overladen. Witness stated that he had nothing to do with food on the ship. He admitted that the Chief Engineer refused to sign the entry in the log with regard to the Chief Officer being drunk, because the former

did not like to be party to taking away a man's living. It was a serious thing for an officer to be "logged" for drunkenness. He further stated that he really thought that the Chief Engineer deliberately and maliciously attempted to create trouble on the ship and to create trouble and expense to the owners by attempting to incite Chinese emigrants on board the ship to create a disturbance. He generally distrusted the Chief Engineer as he showed by his actions that he desired to create trouble on the ship. He considered the Chief Engineer a very capable engineer.

Mr. Pollock: Do you know that the main bearing is a weak spot in the ship's engines, she being an old ship?

Witness: I am not an engineer and I can't say.

Mr. Pollock: Do you seriously suggest that the Chief Engineer acted in such a manner as to give you reason to think he would commit an act of betrayal?

Witness: Yes.

Mr. Pollock:—Do you know that an action for libel has been brought against you by the Chief Engineer?

Witness:—Yes.

Mr. Pollock:—And I put it to you that this enquiry was started after the notice of that action was served on you?

Witness:—No, I knew nothing about the libel action at the time I asked for this enquiry.

Mr. Pollock:—On your oath?

Witness:—Yes.

Mr. Pollock:—Then all I can say that you are a liar because the notice was served on you first.

Mr. Sharp objected and stated that it was as Captain de la Sala had stated. Witness to Mr. Pollock:—You are the first man that has called me a liar, and that is libel.

After some discussion Mr. Pollock apologised to witness.

After a few more questions Mr. Pollock concluded his cross-examination. Mr. Sharp again examined the witness, after which the Court rose.

THE MAGISTRACY.

TIRED OF VICTORIA GAOL.

"I have been in 'Victoria Gaol' twenty-six times and I'm tired of Victoria Gaol. If Your Worship will let me off easy this time, I'll see Mr. North, get a pass for Macao and leave the society of Hongkong. I'm also tired of Hongkong."

This statement was made by Don Manuel George Sequira, native of Brazil and a local character well known in the Police Court, when brought before Mr. Melbourne this morning to answer a charge of vagrancy.

"Furthermore, Your Worship, I don't plead guilty this time," added the defendant. "How can the Indian Sergeant who arrested me know whether or not I am a vagrant? Can he see in my pockets whether or not I have money? Because I am known as a beggar and a drunkard, and wear dirty and shabby clothes, he took advantage of me."

Indian Police Sergeant B 246 deposed that he had seen the alleged mendicant about several persons in Hollywood Road, near the Old Bailey, for the obvious purpose of asking for alms.

"I only spoke to Mr. Osborne of the China Sugar Refinery," explained the defendant in contradiction of the evidence given by the Indian Police Sergeant.

"Don't I know Jimmie? Why, he's an old ex-school mate of mine at St. Joseph's College. I merely said, 'Hello, Jimmie. How are you? How's the family?' Surely that's not begging. Now, if Your Worship will just let me off easy this time I'll see Mr. Leo or Mr. F. X. D'Almeida, both old ex-school mates of mine, and arrange to leave the Colony and get to Macao."

His Worship: Have you any witnesses?

Defendant: No, but neither has the Police Sergeant.

His Worship: Well, I'll have to order you to the house of detention.

Defendant: Can't you send me to Macao?

His Worship: No, I'm afraid not.

PEAK TRAMWAYS CO., LIMITED.

Subject to audit the net profits of the Company for the year ending 30th April 1917 amount to \$23,541.98 which the Directors will recommend be applied as follows:—

A Dividend at the rate of 7 per cent on the Subscribed Capital \$ 21,000.00

Carry forward 2,541.98

" \$ 23,541.98

CLOSING QUOTATIONS.

	3.30 p.m.
Douglases	\$ 81 buyers
Indos	104 buyers
H. & K. Wharves	80 sellers
H. & W. Docks	131 buyers
Daily Faras	24 sales
Cements	8 sellers
H. & K. Electric	200 h. & s.
Towalls	64 sellers
Shell Transport	409 sales

THE SHANGHAI RACE MEETING.

The "Shanghai Mercury" has the following Editorial Comment on the race meeting:—

Given two or three columns of space, we would undertake to show cause why the Shanghai public might look upon its half-yearly race meetings as modern representations of ancient acts of worship. In the beginning a Shanghai race meeting was neither more nor less than a public picnic, and the British picnic might, with but little research, be shown to be taught but the successor of that ancient Nature worship of our forefathers, who in spring invoked the aid of Heaven on their sowing, and an autumn thank for their crop more to return thanks for the harvest. Little was wanting in Shanghai's early days to mark the universality of the festival. All horses made holiday; all banks closed. Consulates were shut, as they still are, and the community fared forth. All that was needed to remind the gathering of its pristine religious nature was the appearance of Dean Butler in canonicals at the rails to bless the first appearance of Shanghai's racing steeds. We do not remember such an event, but the Dean was sufficiently broad-minded to have taken the request into serious consideration had he ever been asked.

There is, of course, an ever-present tendency in human nature to drop the serious for the trivial, not to say the frivolous. Christmas, Good Friday, Easter, Whit Sunday, what were they all in the beginning but religious festivals first connected with the old Nature worship, and afterwards with Christianity? What are they now to the great majority but holidays, not holy-days? Such is human nature. It is quite in accordance with that nature that the more serious should take exception to modern frivolity, especially at such a time as the present. And it will not be denied that even Frivolity itself can resort upon seriousness very effectively by pointing to the good which has not even from things condemned. It is by no means difficult in war time to put on a long face and preach long homilies on the sin of public holiday-making. But what does the holiday-maker say in reply? Very little, it must be confessed, but what he does is eloquent. He comes up smiling the day after the races are over with swelling bags of dollars. "This for the blind," he says. "This for the halt—this for the widow—that for the orphan—and that for the broken soldier or sailor." Looked at from one point of view, what is this but a return to the old religious service of our ancient forefathers, whose main idea of worship was the sacrifice of something?

We know that since the war began the amounts thus disposed of have gone well into five figures in good pounds sterling. We know that during the present meeting arrangements have been made by which previous efforts may be surpassed, and there is every reason to believe that success will be secured. The morning broke bright and fine to-day (although a haze high up tempered the sun's heat. The course should be in excellent condition after the rain, and so there is reason to hope that Charity will again be richly rewarded.

The first race of the recent Shanghai Meeting produced two surprises, the win paying \$149.60 and the third place paying \$400.50 in the pari-mutuel.

Describing the race at the recent Shanghai Meeting in which the "crack" pony Beconsfield was beaten by two others, the "Shanghai Mercury" says:—

Though there were only four starters, this was undoubtedly the most sensational race of the day—the champion pony, Beconsfield, being defeated by Oiris. The race was fast throughout and very good time was recorded—2:35 2-5, as compared with the record of 2:33 4-5. Beconsfield led for the first half mile, when Oiris drew level with him, and the two afterwards ran neck and neck until the Widows'. After this Beconsfield, though under the whip, fell gradually away, and a battle ensued for first place between Oiris and Vivat. Oiris proved the winner by half a length, Beconsfield being third, four lengths behind. The winner was vociferously cheered on coming in. Won by half length; four lengths. Time, 2:35 2-5.

"WAR SAVINGS" SWEEPSTAKE AT SHANGHAI RACES.

At the Shanghai Race Meeting there was a new sweepstake—that for investments in the China and Japan War Savings Association. The draw was made by the Stewards at the Grand Stand, after the last race on the second day. The draw corresponded to the field qualified for the Champions and gave at least a chance better than the big sweep for "the field" covered the possibilities in eight races prior to the Champions, instead of one, as with the big prize.

The total of the sweep was 3,800 tickets at \$6 each, \$19,000. The 1st prize was \$20,000, the 2nd prize \$10,000, the 3rd prize \$5,000, the 4th prize \$2,500, the 5th prize \$1,250, the 6th prize \$625, the 7th prize \$312.50, the 8th prize \$156.25.

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"OVERLAND CHINA MAIL"

THE WEEKLY EDITION OF THE
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CONTAINS ALL THE NEWS
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FOR if you are in pain you will find nothing better than Chamberlain's Pain Expeller. Now is the time to get rid of it. Try this liniment and see how quickly it will relieve the pain and soreness. For sale by all Chemists and "Saw-keepers."

TELEGRAMS.

(Continued from Page 1.)

RUSSIAN WAR MINISTER RESIGNS.

PLAIN STATEMENT OF REASONS.

PETROGRAD, May 14. M. Guchkoff has resigned the Portfolios of War and Marine.

In a letter to the Premier, M. Guchkoff explains that his resignation is due to the conditions affecting the Government's authority over the Army and Navy which threaten to be fatal to the country's defence, liberty and even existence. He refuses to share the responsibility of the grave crime which is being committed against the country.

LABOUR UNREST IN GREAT BRITAIN.

LONDON, May 14. The labour unrest continues. While the engineers in several areas are resuming work, the extremists are remaining out.

London is almost destitute of omnibuses. A mass meeting of drivers and conductors passed a resolution by an overwhelming majority in favour of a strike, demanding recognition of their Union and ten shillings a week rise in pay.

The workers employed in Lancashire, Yorkshire, Cheshire, and Derbyshire have been instructed to hold in their motions on Wednesday and to strike on the 26th inst., demanding a twenty per cent. increase.

LATER. The strike situation is improving. The munition makers and engineers in many places have resolved to resume work while in South Lancashire the strikers resumed work today.

KING AND QUEEN ON TOUR. LONDON, May 14. Their Majesties the King and Queen are on a tour of the munition works in the north of England, freely chatting with the workers.

MARSHAL JOFFRE AT MONTREAL. MONTREAL, May 13. Marshal Joffre paid a flying visit here and received a very warm welcome.

M. VIVIANI IN CANADA. OTTAWA, May 13. M. Viviani addressed both Houses of Parliament. He was accorded a most enthusiastic reception. In his speech he dwelt on the war services of Canada at the front, notably at Ypres. He also acknowledged the material aid of the Dominion of Canada.

RECRUITING IN AUSTRALIA. MELBOURNE, May 13. Mr. Pearce, the Minister of Defence, had a consultation with the Director of Recruiting. It is understood they discussed the acceptance of men of good physique, up to 50 years of age.

CANADIAN WHEAT PROSPECTS. MONTREAL, May 13. Winnipeg reports show the splendid prospects of the wheat crop. The growth is phenomenal.

THE BOMBARDMENT OF ZEEBRUGGE. LONDON, May 13. The bombardment of Zeebrugge was unusually severe and was clearly felt at Dover and elsewhere, door and windows rattling.

SUGAR CO. FORMED IN TOKYO. A general meeting to establish the South Sea Sugar Company, Ltd., was held in Tokyo recently. The Company is to buy a Dutch sugar factory in Java and to cultivate sugar cane on 8,000 acres of land leased for 75 years from the Dutch Government. The capital is Yen 8,000,000. The chairman of the promoters is Dr. Shindo and the promoters are Mr. Hayakawa, the President of the Bank of Mito, and over 200 others.

JAPAN SCHOOL INSURANCE. The Educational Conference throughout Japan has decided in favour of a system of insurance for all the teachers of primary schools and has entrusted the Imperial Educational Society to investigate the measures to effect it.

It has also been proposed to publish a newspaper in Japan and to raise a fund of Yen 4,000,000 for the purpose of contributing educational people, together 200,000 persons each paying ten Yen.

EARLIER TELEGRAMS.

THE BRITISH FRONT.

A MOST VALUABLE ADVANCE.

LONDON, May 13.

Correspondents at Headquarters report:—We bombed the enemy out of Bullecourt and drove him out of the maze of river-side defences around the Roer. A captured field and German fort, known as Cavalry Fort, near the Cambrai-Arras road, was easily captured. The Germans desperately endeavoured to retake Bullecourt. At 3.20 on Sunday morning they launched a heavy attack which was smashed up by gunfire. Only twelve men came within bombing distance, nine being killed and three taken prisoners, and these died of wounds. A fresh attack was dispersed an hour later, when but twenty men got through and all were killed except one, who was captured. It is difficult to give a right impression of the scale of perspective of the various engagements. Summed up, we have made a most valuable advance, and taken nearly 4,000 prisoners, and have captured the better part of two villages, many bits of trench, a fair amount of booty—trough-motors and machine-guns—and have put large numbers of the enemy out of action. The weight of the German artillery is still a feature of the situation.

RUSSIAN ANARCHISTS.

PETROGRAD, May 13.

The anarchists who evacuated Count Leuchtenberg's house, mentioned on the 13th, proceeded to the villa of ex-Minister Dumov, which had been commandeered by other anarchists.

RUSSIAN RESERVES CALLED UP.

PETROGRAD, May 13.

General Guchkoff has ordered the sending to the front of reserve officers and men who were mobilised in 1914 and have not yet been sent to the war. The percentage of such officers is seventeen.

THE STOCKHOLM CONFERENCE.

GERMANS NOT ALLOWED TO GO.

AMSTERDAM, May 13.

The Berlin Government has refused passports to Herr Haase and other Independent Socialists to proceed to the Stockholm conference.

SPANISH STEAMER SUBMARINED.

COMPENSATION DEMANDED.

MADRID, May 13.

A German submarine sank the Spanish steamer *Carmen* which was proceeding to Cádiz. The Government is protesting, demanding compensation.

Two Spanish destroyers have been ordered to act as guardships between Gijón and the French coast.

ARRESTS OF GERMANS IN THE PHILIPPINES.

MANILA, May 13.

The Manila *Cable News*, of May 8th, to hand says:—The fourth arrest of a German in the Philippines was made Monday morning when the constabulary authorities took into custody Captain C. Sorensen, formerly of the Marie, a German mystery ship. Sorensen was a steward on the troopship *Thomas*, which sailed for the States on March 15, and he was returned to Manila when the *Thomas* arrived Monday morning.

Captain Sorensen came into the public notice when with two companions in an open boat he landed at Zamboanga about the beginning of this year. He told a story of adventure and escape from his British pursuers at the time of his arrival here.

The constabulary authorities state that Captain Sorensen's detention is only a precautionary measure. Captain Sorensen, together with Fritz Miller, Carl Iversen, Julius Well and M. Toft, were all shipmates on the steamship *Marie*, an English vessel which was the outfit of the war was lying in the harbour of Hamburg. She was refitted and loaded with a cargo of arms, ammunition and other supplies, and with Captain Sorensen in command, sailed for German East Africa, where the cargo was safely delivered to the Germans there.

Encouraged by his success, Captain Sorensen took the Marie back to Germany and there took on another cargo of the same nature. The Marie was then headed for the south seas, ran the blockade safely and also delivered her cargo, apparently to some German commerce raider in those waters. It was in connection with this second trip of the Marie that the mysterious schooner *Henry B.* made her sensational trip to the south, under the direction of Wendt, the German collector and spy, who has since been apprehended in Honolulu.

The Marie then put into Batavia where the Dutch authorities proceeded to investigate her and her crew. Sorensen became restless and, together with Iversen and Toft, got away from the steamer in an open boat, and finally fetched up in Mindanao.

Sorensen then came to Manila and on the evening of March 14 showed away on the army transport, which was to sail at noon the next day for the States. The authorities, alerted to Japan and he was placed under arrest on board the transport, but was not taken off until the big troopship, reached Honolulu. When the *Thomas* was in that port on her way to the islands, Sorensen was placed on board to be returned to Manila. He is now confined at Constabulary Headquarters.

CORRESPONDENCE.

WAR TAXES.

(To the Editor of the "CHINA MAIL.")

Sir,—Referring to Mr. Bowley's letter suggesting some methods whereby extra revenue might be obtained in order that Hongkong might contribute more money to the Imperial Government and carry on the War, I am sure that every member of the community desires, for the credit of the Colony, that we should be in no way behind that evidence of patriotism shown by other Colonies.

I would like, however, to point out that his suggestion of doubling the Crown Rent would be, in its incidence, very unfair. Crown Rent is fixed at the time the leasehold is sold by the reversioner, who here is the King. It is not, in the strict sense of the word, a tax and is not adjustable on the increased value of property in the same way that Rates are by 'being levied' on a new Rateable Assessment annually.

To quote a case in point, a rural building lot at the Peak with an area of 44,604 square feet sold in 1876 subject to an annual Crown Rent of \$10, whereas another lot quite close to it with an area of 16,460 square feet sold in 1916 subject to an Annual Crown Rent of \$94. I could quote dozens of cases of inland, marine and Kowloon lots affected in the same way, so I consider, the incidence of the doubling the Crown Rent as suggested by Mr. Bowley would be very unfair.

As to increasing the rates to 20 per cent., this is the fairest way of raising the revenue equitably from the whole community, but I think he is wrong in saying that rates in England range from 30 to 45 per cent. of the rent, compared with the rates payable here in most parts of 13 per cent.

In the first place rates at home are levied on the net annual value, which is the rateable value there, whereas in Hongkong they are levied on the gross annual value, which is the rateable value here.

The net annual value at home is approximately only 75 per cent. of the gross annual value.

Mr. Bowley suggests that, compared with home, we are very lightly taxed in regard to property. Now, I will take the case of a man at home with an income of £500. He takes a house of, say, £50 a year. The rates on that house—taking Mr. Bowley's assertion that they are 45 per cent.—would be £22 17s. 6d. Total rent and rates, £66 17s. 6d.

In Hongkong a man with £500 would have to pay, say, \$100 a month and rates, for less accommodation than the man at home gets for £50 a year and rates, so taking the dollar at 2/- for comparative purposes, we get:—

House Rent \$1,200 £120.00.0.
Rates at 13 per cent. 15.12.0.
£135.12.0

After all, therefore, there is not such a great disparity in the matter of rates, but there is an enormous disparity in the matter of rent, and, as the tenant pays both, it is doubtless this which has been borne in mind by the Government in setting the percentage to be paid in rates.

Mr. Bowley's suggestion that, in order to promote economy and efficiency, bars should be closed at 10 p.m. and no credit given seems to me to be more suitable for discussion by people who are more interested in reducing drunkenness than in a list of suggestions for war taxes.

Entertainments might very well be taxed, but a tax on travelling would be a little difficult to enforce in the matter of rich ladies and chairs.—Yours faithfully,

A. SHELTON HOOPER.

MR. LLOYD GEORGE AND PEACE.

The "Cologne Gazette," under the heading "The Man Who Acts Without Thinking," makes great play with what it calls "an extremely remarkable and brilliantly written article" in the "Nation" of February 1st, in the "Cologne Gazette" makes long quotations to show "how Englishmen themselves to-day judge their Lloyd George," and uses the "Nation" article for the following comment:—

"There can now be few people in Europe who are not clear about the fact that the greatest obstacle to peace for the exhausted world consists in the person of the leading English statesman, Lloyd George. The people, which yearn for peace, would probably have had peace long ago if the uneasy Welshman had not stimulated passions ever fresh by the excess of his self-deception, by his great temperament, and by his remaining influence. This military edition of a Democratic Napoleon—who, indeed, never won a Marengo or an Austerlitz—maintains himself by the Press dictatorship of the Lord Northcliffe, and by the paralysis of Parliament through a Cabinet of political impostors, who are devoted to him. The fact, however, that the recognition of the extent to which this man is growing into a disaster for Europe is increasing more and more, not only among England's friends and allies, but also among his own fellow countrymen, is a remarkable sign of the times, and one which we should keep in view."

For until Lloyd George has either been set aside or made harmless as a Minister, no disposition for peace will arise in England.

A QUEUE-CUTTING CAMPAIGN. At least twenty-seven thousand queues have been cut by the policemen in Peking during the past few days. This is a conservative estimate given by a police sergeant. A fortnight ago the Ministry of the Interior instructed the Police to remove the queues of the Chinese, and to cut the queues of the country people who have come to the city for a visit, and, if necessary, use compulsory means. The Chief of the Second Left Police Section has accordingly supplied the policemen with duty with scissors. His men alone have removed more than ten thousand queues, country bumpkins, rickshaws, coolies, ironmiths and servants. This Police Chief has now sent a petition to the Police Headquarters requesting that proper rewards should be given to his men for their faithfulness and diligence in the execution of the order of the Ministry of the Interior.—Peking Daily News.

But I do contend that the taxation of land-owners and occupiers (and every individual must be one or the other or both) would interfere less with the Trade of the Port than a shipping, income or poll tax, or Import or Export Duties.

If (as you suggest) we compare Hongkong taxation with that in adjacent ports and places, we shall, I think, find that in all such ports and places, not only land, houses, and luxuries, but

even food and clothing are taxed. In fact, I think Hongkong is the only place in the world where a free breakfast table exists, and we have free tiffin, tea, dinner and supper, tables as well as free clothing.

In England, the freest country in the World, tea, coffee, cocoa and sugar are all taxed, and these articles as well as clothing are taxed in China, Japan, and I think, the Philippines.

It is not likely therefore that the poorer classes will forsake this free food and clothing for those ports in which food and clothing are taxed.

I also agree with you that rents here are higher than in England. I do not, however, put forward an increase of land and house taxes as an ideal way of raising Revenue, but as a choice of evils.

The ideal tax amongst a settled community is a perfectly graded universal Income Tax, but such a tax would take years to perfect and would require a large and expensive staff to collect it, and the shifting nature of the population in Hongkong would enormously multiply the work: also it would, I think, interfere with the Trade of the Port by discouraging Chinese Traders from residing here.

Crown Rents and rates between them constitute a universal tax on a portion of income, every resident and visitor pays both directly or indirectly.

Now if it be admitted that every one ought to contribute something more to the War Fund than he does at present, the choice seems to be between these taxes and income tax.

Let each man consider, be he rich or poor, would he rather pay 7 per cent. on that part of his income which goes to pay his rent, or pay 10 1/2 per cent. on nearly the whole of his income for that is what the home income tax means.

With regard to the legality of doubling Crown Rents—it is not necessary to take the words literally, and it would be easy to enact that each leaseholder should, during the war pay a land tax in proportion to the leased area, and to be graded according to locality, and to make such tax recoverable by action as Crown Rents are. Such a tax might amount to about 2 1/2 per cent. on that portion of the landlord's income which is derived from rent, or say, the equivalent of a property tax of 6d in the pound.

But the principal advantage of the increase of rate is that it could be brought into force by a stroke of the pen, and that the cost of collection would be absolutely nil, whilst a land-tax might be collected with the Crown Rents.

Those rate-payers who draw their salaries from England less income tax, should have the 7 per cent. War Rates refunded to them.

Yours faithfully,
F. B. L. BOWLEY.

THE SITUATION AT PEKING.

PREMIER'S EFFORTS TO SECURE UNITY.

(Wah. Tex. Yat Po's Service.)

SHANGHAI, May 14.

At the ordinary meeting of the Cabinet on the 12th inst., no Minister but the Premier put in an appearance, all the others having resigned or gone on leave. Tuan Ki Sui (the Premier) seeing the position to be hopeless, instructed his secretary to draft his resignation, but this was afterwards cancelled by persuasion of the Tukuans (Military Governors).

Mr. Tuan, however, said he was resolved to resign when a successor was secured. In the meantime he was trying to conciliate Parliament and also to persuade the Cabinet Ministers to remain and so maintain the situation.

The Tukuans at present in Peking and the representatives of others, will give a dinner to members of the Cabinet and the members of Parliament at the Fihunkwan to day, in order to make a final effort to save the situation, but how far this will succeed cannot be predicted.

The Tukuans met last night and decided not to leave Peking for the time being.

It is reported that Bahleung had given out at Court (sic) the names of the instigators of the recent riots outside the Parliament house. A military leader has been arrested by order of the Ministry of War and the Minister of Education has discharged Suen Hui Suk, President of the Chungwah College for interfering with politics and ordered that he be brought for trial. Suen Hui Suk, however, has already left Peking.

Some of the political parties are advocating a reorganisation of the Cabinet before the country's foreign policy is again considered.

Wang Tsu Sit went to Tientsin on the 12th inst. to persuade Chu Si Chong to come to Peking and assist in remedying the situation.

A reorganisation of the Cabinet has been decided upon and the nominations have been sent to the President.

A certain member of Parliament gives the opinion that one of other of the following results must follow: Either the Government and the Opposition will come to terms, or there will be a dissolution of Parliament, or the resignation of Tuan Ki Sui.

A confidential messenger from Chang Fung (Tukwan of Nanking) reports that the Central Government has telegraphed to the provincial military authorities inviting them to assist to the situation in the following five terms:—

1.—Dissolution of Parliament.
2.—In the event of the President refusing to dissolve Parliament, to remove the President.
3.—The punishment of the bad men around the President.
4.—The entry into Peking of troops.
5.—The convening of a special military conference.

Tuan Ki Sui decided to resign the Premiership, but subsequently changed his mind, expecting the assistance of the Military Governors.

The reorganisation of the Cabinet is imminent. Either Wang Si Chun or Li King Hi will form the new Cabinet, Hsueh Si Chang refusing to do so.

Peking, May 15. Tung Shao Yi and others have telegraphed strongly urging the punishment of the ringleaders of the recent mob.

A special Military Conference was held here yesterday, strictest secrecy being maintained.

Over twenty Tukuans of representatives of Tukuans entertained the Entente Ministers yesterday.

A CHINESE SUBMARINE MYTH.

As if submarines could be immediately built in China, come of the vernacular papers report that the Cabinet has approved the submarine programme of the Ministry of Navy in order to meet the new situation, to follow China's entry into the war. They say that thirty submarines will be built, the first ten to be completed within the first year. The real fact of the case is that the Ministry of Navy has recommended the building of thirty shallow-water gunboats for coastal and river service. Work has already begun on the first ten.—Peking Gazette.

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EXTRA SPECIAL

15 Rounds International Heavy Weight Contest.

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Corpl. ROYAL, U.S.M.C. v. Sapper SUNLEIGH, R.E.

6 Rounds Contests.

Seaman SIMES, R.N. v. Sapper SMITH, R.E.

Corpl. STUBBS, Middlesex Regt. v. Seaman ALLEN, R.N.

KID KOCH, U.S.M.C. v. Sailor FOX, U.S.N.

Referees: Messrs. H. J. GEDGE, and W. S. BAILEY.

Time Keepers: Sergt. PITT and A. B. ALLAN.

The Band of the H.K.P.R. will be in attendance.

Doors Open 8 p.m. Commence 8.30 p.m. sharp.

Prices: Ringside \$10 and \$5. Stalls \$3. Pit \$1.

Members of H.M.'s Regular Forces Half-Price to \$3 and \$1 seats.

The Whole of the profits will be devoted to WAR CHARITIES.

BOOKING AT MOUTRIES.

HONGKONG POLICE RESERVE.

EMPIRE DAY.

The Hongkong Police Reserve will

invite representatives from all

branches of His Majesty's Services

and the Services of Allied Countries

to an Assault-at-Arms on the evening

of Empire Day, Thursday, May

24th. Permission having been given

to keep up the open-air Ring on the

Volunteer Parade Ground, the fixture

will take place there, and will com-

mence at 8.30 p.m.

Boxing and Wrestling will be the

main features of the Show. Admis-

sion free.

tion will be by Invitation Ticket. These Tickets will be issued by courtesy of Captain Cassel, D.A.A., and Q.M.G. to each unit in proportion to their strength. It is intended to issue 1,500 invitations. Boxing men in the Colony wishing to fix a match will kindly send their names, weights, etc., to Staff Inspector Wildin at the Imports & Exports Dept., Harbour Office.

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MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and no household is safe without it. For sale by all Chemists and Stockkeepers.

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FOR VICTORIA, SEATTLE AND TACOMA, via
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KOBE AND YOKOHAMA.
"MANILA MARU".....Wednesday, 23rd May, at 3 p.m.
"CHICAGO MARU".....Monday, 4th June, at 3 p.m.

FORMOSAN LINE.—For Tamsui, Keelung, Aeping and Takao, via
Swatow and Amoy.
"KAILO MARU".....Sunday, 20th May, at Noon.
"SOSHU MARU".....Thursday, 24th May, at 8 a.m.
Calling at Tamsui, Keelung via Swatow and Amoy.
Omitting Tamsui and Keelung.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF,
near the Harbour Office and while the steamer is alongside the wharf Telephone
No. 78 will be fixed.

SOUTH AMERICAN LINE.

Every three months steamers proceed
to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius,
Durban and Cape Town.

AUSTRALIAN LINE.—Monthly service between Japan and Adelaide,
calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE.—Fortnightly service for Bombay calling at Singapore,
Port Swettenham, Penang and Colombo. At present this line's steamers
take cargo only.

JAVA LINE.—Monthly service for Java ports calling at Manila, Sandakan
and Macassar. Booking for passengers and cargo to these ports.

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SHANGHAI.....YINGCHOW.....May 20, Daylight.
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[1917]

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION.

DESTINATION STEAMERS SAILING DATES.

VICTORIA, B.C. & SEAT- Displacement

TLE Via KEELUNG, Capt. Shirai, Tons 12,500 June at Noon.

SHANGHAI, MOJI, KOBE, SHIDZUOKA MARU (WEDNESDAY, 20th

YOKOHAMA Capt. Noma, Tons 12,500 June at Noon.

NAGASAKI, KOBE & YOKOHAMA (TANGO MARU, (FRIDAY, 18th

YOKOHAMA Capt. Soyeda, Tons 12,500 May at 4 p.m.

SHANGHAI & KOBE (KOMOMARU, (FRIDAY, 18th

YOKOHAMA Capt. Inadzu, Tons 16,000 May at 11 a.m.

SHANGHAI & KOBE (TAISHO MARU, (SATURDAY, 19th

YOKOHAMA Capt. Ozawa, Tons 8,000 May

YOKOHAMA (KASHIMA MARU, (FRIDAY, 25th

YOKOHAMA Capt. Tozawa, Tons 21,000 May at 11 a.m.

YOKOHAMA (HENTEN MARU, (WEDNESDAY, 23rd

YOKOHAMA Capt. Tomita, Tons 8,000 May

KOBE (TENSIN MARU, (THURSDAY, 17th

SHANGHAI, MOJI & KOBE Capt. Taniguchi, Tons 9,000 May

SHANGHAI, MOJI & KOBE (PENANG MARU, (SUNDAY, 27th

SHANGHAI, MOJI & KOBE Capt. Kashioki, Tons 10,000 May

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA

BAY, CAPE TOWN and MADEIRA

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNS-
VILLE and BRISBANE.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

BOMBAY via SINGAPORE, MALACCA and COLOMBO

Wireless Telegraphy.

EASTBOUND NEW YORK LINE

via PANAMA CANAL.

(CARGO ONLY)

NEW YORK via MANILA, SAN FRANCISCO, PANAMA and COLON

For dates of departure and further information apply to
NIPPON YUSEN KAISHA
B. MORI, Manager.

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B. MORI, Manager.

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NIPPON YUSEN KAISHA
B. MORI, Manager.

CLAIM AGAINST A MANILA FIRM.

H.K. & S. BANK ASKS FOR A RECEIVERSHIP.

A Manila contemporary states—Charles U. Cohn, acting in behalf of the Hongkong and Shanghai Banking Corporation, has filed a suit with the court of first instance asking for the appointment of a receiver of the assets of the bank that has advanced several sums of money to the defendant during the last five years and guaranteed the payment of several banking credits extended to the same company by third persons. Judgment against the company in the sum of P300,000.81 with interest at a rate to be stipulated between the parties is asked for in the complaint.

The plaintiff alleges that the defendant is now indebted to plaintiff in the sum of P300,000.81 plus P170,243.56 which the complaint is obligated to pay to third persons. The plaintiff bank has been financing the business of the company since Mr. Strong's death, but states that it is unwilling to continue doing so, since of its assets consist of agencies of some important firms in the United States, especially the General Electric Company of New York, and it is believed that the defendant company is in the point of losing it if it has not yet lost it.

The plaintiff states that the appointment of a receiver would be the most convenient and desirable means of preserving and administering the defendant company's assets. The receiver shall receive and administer the assets of the defendant company in the manner directed by the court. A careful inventory and appraisal of the defendant's assets shall be made, and the discrepancy between its assets and liabilities amount to P100,000.

TO LET

TO LET

OFFICES at Connaught Road.
OFFICES in King and York Buildings.
HOUSES in Clifton Gardens, Conduit Road.
HOUSES in Broadwood and Moreton Terraces.
HOUSES on Sharnbrook, Canton.
Apply to
THE HONGKONG LAND INVESTMENT AGENCY CO., LTD.

TO LET

IMMEDIATE ENTRY, two very desirable SHOPS situated in Ice House Street, opposite the Grand Hotel. Recently reconstructed.
For rent and other particulars, apply to
THE MANAGER,
Hongkong Ice Co., Ltd.,
46, Connaught Road Central.
Tel. Kong, April 25, 1917. 1578

TO LET

ARDSHEAL, No. 119 The Peak, newly done up.
Apply to
CHATER & MOPY,
5 Queen's Road Central.
Hongkong, May 5, 1917. 1771

TO LET

NEW HOUSE in Conduit Road, Ready for occupation.
Also 1 GODOWN in Duddell Street.
For rent and other particulars apply to
H. M. H. NEMAZEE,
1 Des Voeux Road.
Hongkong, March 15, 1917. 1877

TO LET

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
A FLAT in Humphreys Buildings, Kowloon.
TO LET OR FOR SALE.
Kowloon Marine Lot 48 with wharf area 54,000 sq. ft. suitable for coal storage or erection of godowns.
Apply to
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings,
Hongkong, Feb. 7, 1917.

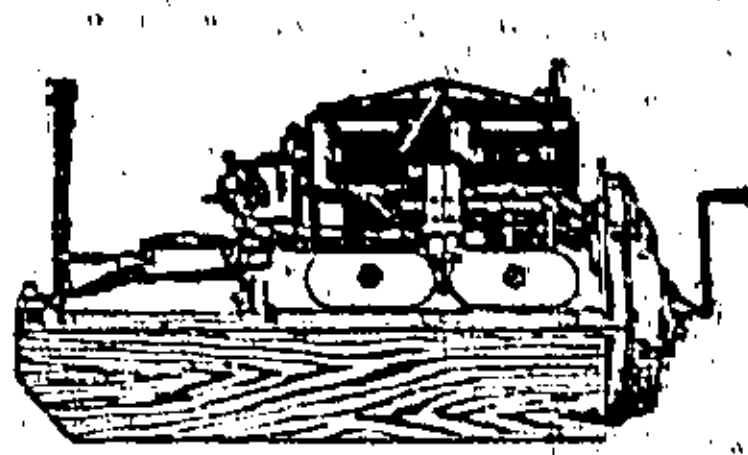
HONGKONG REGISTER.

Barometer	Thermometer	Humidity	Direction of Wind	Force	Weather	Rain
29.76	29.80	29.78	SW	5	S	0.00
29.76	29.80	29.78	SW	5	S	0.00
29.76	29.80	29.78	SW	5	S	0.00
29.76	29.80	29.78	SW	5	S	0.00
29.76	29.80	29.78	SW	5	S	0.00
29.76	29.80	29.78	SW	5	S	0.00
29.76	29.80	29.78	SW	5	S	0.00
29.76	29.80	29.78	SW	5	S	0.00
29.76	29.80	29.78	SW	5	S	0.00
29.76	29.80	29.78	SW	5	S	0.00

Checked down air temperature on the 15th at 10 a.m. on the 15th at 10 a.m.
T. F. CLAXTON, Director.
Hongkong Observatory, May 15, 1917.

Temperature.		
Hoonah, May 15, 1917.		
BAROMETER	9 A.M.	27.90
Do.	1 P.M.	28.87
Do.	4 P.M.	29.84
ETHERMOMETER	9 A.M.	80
Do.	1 P.M.	82
Do.	4 P.M.	82
Do. (Wg bulb)	A.M.	77
Wet bulb	P.M.	78
Wet bulb	P.M.	78
Maximum		82
Minimum (over night)		76

When you think of MOTORS think of ALEX. ROSS & Co.



Largest Stock of Motor Cars, Motor Cycles and Marine Motors in Hongkong. "Everything for Motoring."

KING EDWARD HOTEL

Central Location
ALL Electric Trams Pass Entrance, Electric Lifts, Fans and Lighting, European Bath and Sanitary Fittings, Hot and Cold Water System throughout.
Best of Food and Service.

Telephone 573
Telegraphic Address: "VICTORIA." J. WITCHELL, Manager.

NORTH BRITISH & MERCANTILE

INSURANCE CO.
IN WHICH ARE VESTED THE SHARES OF
THE OCEAN MARINE INSURANCE COMPANY, LTD.,
and
THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914, £23,970,367.
I—Authorized Capital £20,000,000
Subscribed Capital £4,000,000
Paid-up Capital £2,437,500
II—Fire Funds £3,571,047
III—Life & Annuity Funds £17,567,560
Sinking Fund Account £12,520
£23,970,367

Revenue Fire Branch £2,381,458
Life and Annuity £2,141,593
Revenue Marine Department £37,939
Other Receipts £48,940
£5,569,930

The Accumulative Funds of the various Branches are separately invested, and by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.
Agents

EXCHANGE.

Hongkong, May 15, 1917.

On London	Bank Wire	On demand	30 days sight	4 months sight	Credit, 4 months sight	Documentary, 4 months sight
2/4	2/4	2/4	2/4	2/4	2/4	2/4
2/4	2/4	2/4	2/4	2/4	2/4	2/4
2/4	2/4	2/4	2/4	2/4	2/4	2/4
2/4	2/4	2/4	2/4	2/4	2/4	2/4
2/4	2/4	2/4	2/4	2/4	2/4	2/4
2/4	2/4	2/4	2/4	2/4	2/4	2/4
2/4	2/4	2/4	2/4	2/4	2/4	2/4
2/4	2/4	2/4	2/4	2/4	2/4	2/4
2/4	2/4	2/4	2/4	2/4	2/4	2/4

On New York
On demand, 30 days sight, 60 days sight, 90 days sight, 120 days sight, 150 days sight, 180 days sight, 210 days sight, 240 days sight, 270 days sight, 300 days sight, 330 days sight, 360 days sight, 390 days sight, 420 days sight, 450 days sight, 480 days sight, 510 days sight, 540 days sight, 570 days sight, 600 days sight, 630 days sight, 660 days sight, 690 days sight, 720 days sight, 750 days sight, 780 days sight, 810 days sight, 840 days sight, 870 days sight, 900 days sight, 930 days sight, 960 days sight, 990 days sight, 1020 days sight, 1050 days sight, 1080 days sight, 1110 days sight, 1140 days sight, 1170 days sight, 1200 days sight, 1230 days sight, 1260 days sight, 1290 days sight, 1320 days sight, 1350 days sight, 1380 days sight, 1410 days sight, 1440 days sight, 1470 days sight, 1500 days sight, 1530 days sight, 1560 days sight, 1590 days sight, 1620 days sight, 1650 days sight, 1680 days sight, 1710 days sight, 1740 days sight, 1770 days sight, 1800 days sight, 1830 days sight, 1860 days sight, 1890 days sight, 1920 days sight, 1950 days sight, 1980 days sight, 2010 days sight, 2040 days sight, 2070 days sight, 2100 days sight, 2130 days sight, 2160 days sight, 2190 days sight, 2220 days sight, 2250 days sight, 2280 days sight, 2310 days sight, 2340 days sight, 2370 days sight, 2400 days sight, 2430 days sight, 2460 days sight, 2490 days sight, 2520 days sight, 2550 days sight, 2580 days sight, 2610 days sight, 2640 days sight, 2670 days sight, 2700 days sight, 2730 days sight, 2760 days sight, 2790 days sight, 2820 days sight, 2850 days sight, 2880 days sight, 2910 days sight, 2940 days sight, 2970 days sight, 3000 days sight, 3030 days sight, 3060 days sight, 3090 days sight, 3120 days sight, 3150 days sight, 3180 days sight, 3210 days sight, 3240 days sight, 3270 days sight, 3300 days sight, 3330 days sight, 3360 days sight, 3390 days sight, 3420 days sight, 3450 days sight, 3480 days sight, 3510 days sight, 3540 days sight, 3570 days sight, 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sight, 27270 days sight, 27300 days sight, 27330 days sight, 27